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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY			
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SUBJECT Squadron No 1, 62nd Fighter Regiment, Kecskemet Airfield (4655N/1945E)		NO. OF PAGES 4 NO. OF ENCLS.	
		SUPPLEMENT TO REPORT # 25X1	

THIS IS UNEVALUATED INFORMATION

1. The mission of Squadron No 1, 62nd Fighter Regiment, Kecskemet Airfield, as well as the mission of the other two squadrons of the regiment, corresponded to the mission of the regiment. The mission of the regiment, along with the other two regiments of the division, corresponded to the mission of the division. This mission was the maintenance of air superiority over the division's area of responsibility. Squadrons were assigned to training flights and, in the event of an intercept mission, to targets by the regimental commander on a rotation basis rather than by a system of assigned squadron sectors. The regimental commander, in turn, received his orders for missions on a rotating basis also, depending on which of the three regiments of the division was on alert status at a given time. Thus, elements of a squadron might find themselves over the extreme northeast region of the division's area of responsibility on one mission (training or operational), and over the extreme southeast region on another. The mission was carried out by constant flight training and operational tests, as well as occasional scrambles after unidentified aircraft.
2. The need for training of pilots in the squadron was recommended to regimental level by the squadron commander who, in turn, consolidated the recommendations of the three squadrons and passed the information on to division level. The division training officer then outlined a training program, made up general training flight schedules, and set requirements for training flight time, etc, which after approval by the division commander, were redistributed to the regiments for implementation. Thus a squadron commander did not have authority

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to initiate missions on his own. This also applied to implementation of specific training methods.

3. Logistic support (all phases) was supplied by the regimental Technical Battalion, but there was no direct connection between them and this squadron. All support was carried out through regiment. In the case of the 62nd Fighter Regiment, it was the 42nd Oremus (Regimental Flight Technical Battalion) which supported the regiment and all of its three squadrons logistically.

4. The organization and functions of Squadron No 1 are described as follows:

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#1 Regimental Headquarters.

#2 Squadron Commander - had to be the squadron's best trained pilot; was normally also the highest ranking individual in the unit. In the case of this particular squadron he was a first class MIG-17PF (P-radar equipped, P-afterburner) pilot. Squadron commanders were usually senior lieutenants or captains. The squadron commander also doubled as squadron aerial gunnery leader and training leader. He was permitted to promote or demote enlisted men by one grade, but only recommended non-commissioned officer and officer promotions. In the absence of the regimental commander Squadron No 1 CO doubled in his place. The latter fact applied only to the 62nd Fighter Regiment.

#3 Deputy Commander - also considered as the political adjutant. Normally this position was filled by a senior lieutenant pilot.

#4 Squadron Adjutant: accomplished all routine paperwork, also relieved the commander of routine military functions, i.e., disciplinary action, inspections, etc. This position was not filled by a pilot but by a staff officer.

#5 Clerk - enlisted man. Was a personnel clerk working under the adjutant and selected from enlisted personnel with high school or college education. Functionally he acted as a squadron first sergeant.

#6 Duty Chief (Non Commissioned Officer) - supervised supply matters, billets, and duty rosters.

#7 Squadron Observer - on a squadron level he had the same functions as the regimental observer. He was functionally responsible to the regimental observer, organizationally to the Squadron CO.

#8 Deputy Commander's Wing Man - pilot, no special assignment.

#9 Lead Aircraft in a Flight of Four - In this case, the 3rd Flight is illustrated and explained, but the same applied to all other flights in the squadron. The unnumbered boxes represent the other three aircraft of this flight. Their breakdown is the same as noted under #9a, #9b, and #9c below. Each aircraft was assigned the following personnel: One officer, pilot, was aircraft commander and superior of the aircraft servicing crew. He was responsible for being familiar with their names, personalities, abilities, job requirements, performance, even personal affairs.

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#9a One aircraft technician, officer, immediate superior of the technical personnel assigned to the aircraft. Was responsible for aircraft and aircraft records maintenance.

#9b One aircraft mechanic. Non-commissioned officer, responsible to #9a.

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- #9c One mechanic's helper. Enlisted man. (Note: #9 through #9c apply to one aircraft out of a flight of four. This squadron had three normal flights, as did all other fighter squadrons, plus an additional flight, also consisting of four aircraft. The extra flight was known as the "Command Flight" and included the regimental commander, his wing man, and the regimental deputy for operations. The "Command Flight" did not always accompany the first squadron on its missions. It was attached mainly for flight training purposes. On combined training missions, whenever the entire squadron was involved, including the command flight, the latter flew in the lead of the squadron, regardless of the type of formation flown.)
- #10 Flight Technician - an officer responsible for all maintenance work done in the flight. He was the technical officer-in-charge of the flight and all work was accomplished under his supervision.
- #10a Special expert. Non-commissioned officer, responsible for maintenance of instruments and special systems such as the oxygen systems. He also worked on all aircraft of one flight.
- #10b Radio Expert. Non-commissioned officer, tuned aircraft radios, accomplished minor, on the spot repairs, responsible for all airborne radios in the flight.
- #10c Weapons expert - non-Commissioned officer, same function as #10b for aircraft weapons of the entire flight, i.e., cleaning, loading, maintenance, ejection seat check, weapons safety, loading and charging mechanism. (Note: #10 through #10c each had one enlisted man assistant, and each of the squadron's flights had these personnel assigned.)
- #11 Squadron Engineer - an officer, usually a senior lieutenant, was technical officer-in-charge of the entire squadron's technical personnel. Carried overall responsibility for all repairs, maintenance, inspections, and related administrative work accomplished within the squadron.
- #11a Special technician. An officer responsible for all special equipment (instruments, oxygen systems) in squadron aircraft, their inspection, maintenance, and related administrative paperwork.
- #11b Radio Technician - officer, same as #11a with regard to squadron airborne radios.
- #11c Armament Technician - officer, same as #11a, with regard to the squadron's airborne weapons.
- #12 Training Aircraft - UTI MAG-15 - this aircraft had a double technical crew which maintained it both day and night, one crew per shift. This was due to the fact that this aircraft was used more frequently than all others in the squadron. As a compensation for the additional work load these crews received an increase in pay.
- #13 Second Flight - same as #9. (Note: First flight is also identical.)
- #14 Second and Third Squadrons, 62nd Fighter Regiment.
- #15 Sketch of one of the most frequently used squadron formations ("Command Flight" not included) Types of formations to be flown were determined by the squadron commander or by the regimental commander if more than one squadron participated in an exercise. The nature of the mission dictated the type of formation to be flown. In combat the changing air situation was the determining factor.
- #15a First Flight.

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#15b Second Flight

#15c Third Flight - this was the flight used as an example of flight breakdown under #9.

5. Obtaining of spare parts and replacements for aircraft presented a problem which impaired operational capabilities to varying degrees. Another difficulty was overtaxation of pilots on alert status. In spite of rotation of units which were to maintain combat readiness, alert status rolled around so often that it was felt sharply enough to impair the efficiency of the pilots capable of rendering combat readiness. This also created morale and personal problems, especially among married pilots who had insufficient time off.
6. Following are the names and qualifications of flying personnel in the First Squadron of the 62nd Fighter Regiment. (Note: combat pilots were rated 1st class, 2nd class, and 3rd class according to ability to fly at night and in bad weather, flying hours, etc)
 - a) Klaszits, Jozsef, captain, [redacted]
 - b) Hezvi, Janos, senior lieutenant, [redacted]
 - c) Madas, Miklos, senior lieutenant, [redacted]
 - d) Ertl, Jozsef, captain, [redacted]
7. The second and third squadrons of the 62nd Fighter Regiment were identical in composition to the first squadron, except that they did not have the "Command Flight". Following are the names and qualifications of the pilots of these squadrons:

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2nd Squadron:

- a) Vasas, Janos, captain, [redacted]
- b) Zaka, senior lieutenant, [redacted]
- c) Lantos, senior lieutenant, [redacted]
- d) Unghi, Gyorgy, senior lieutenant, [redacted]

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3rd Squadron:

- a) Szenneter, senior lieutenant, [redacted]
- b) Takacs, lieutenant, [redacted]
- c) Jakab, Janos, Lieutenant, [redacted]
- d) Kosmancs, senior lieutenant, [redacted]

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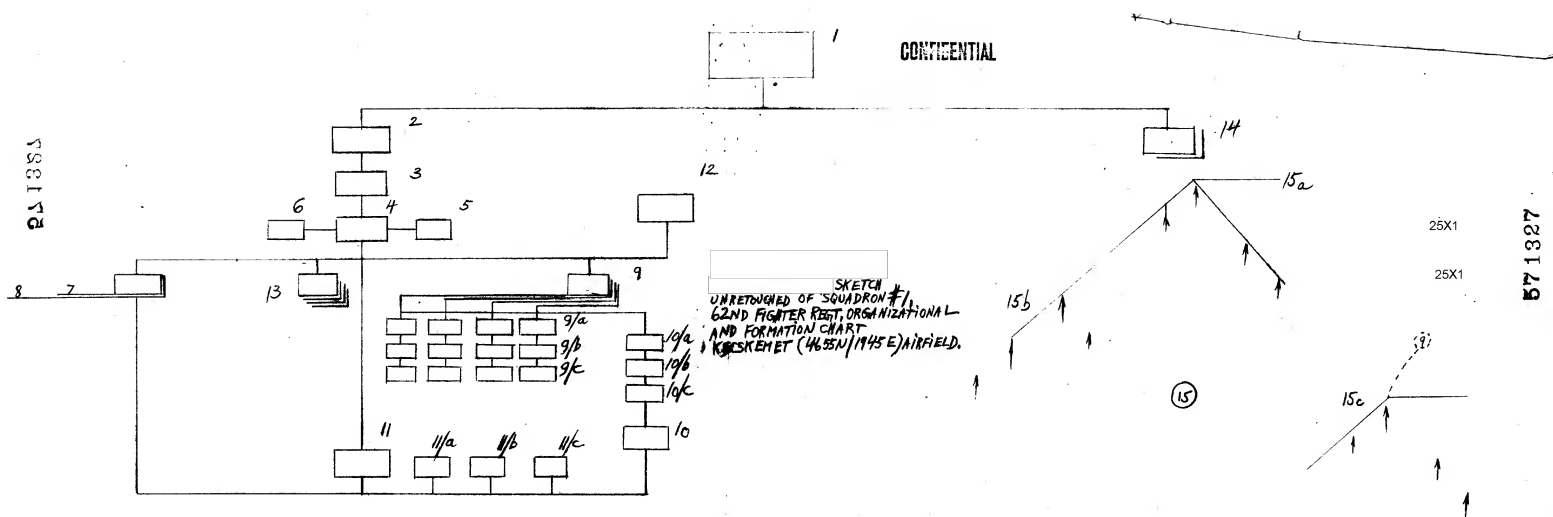
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